COMING SOON

Embraer Phenom 300



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DESCRIPTION

The Embraer Phenom 300 arrived at the point where light jets stopped being expected to make obvious compromises in speed, range or cabin usefulness. First flown in April 2008, it made its name by bringing genuinely brisk, high-altitude jet travel to an aircraft approved for single-pilot operation. The result was a light jet that could serve an owner-pilot, a corporate flight department or a charter operation without feeling like a merely enlarged entry-level machine.

Embraer developed the EMB-505 as the larger partner to the Phenom 100, but it was not simply a stretched sibling. The programme was a clean-sheet attack on the established light-jet market, combining a swept low wing, rear-mounted turbofans and a notably roomy oval-section cabin. Later Phenom 300E and 300EV developments refined performance, cockpit systems and cabin equipment, while preserving the basic formula: a compact business jet designed to cover serious sectors with a small crew.

Quick facts

What makes the Phenom 300 stand out in the light-jet world?

Its strength is the way the major decisions work together. The Phenom 300 is quick enough that the difference between it and larger aircraft can narrow on many domestic sectors, yet it retains the airport manners and operating concept that make light jets attractive. The wing is low and swept, the engines are mounted high on the aft fuselage, and the cabin remains clear of wing structure and engine hardware. That architecture is conventional in appearance but effective in practice: it gives passengers a clean cabin volume and gives pilots a purposeful, uncluttered aeroplane.

The cabin is a large part of the appeal. Embraer's Oval Lite cross-section uses a flattened oval rather than a simple c ircular tube, creating useful shoulder and headroom without making the aeroplane disproportionately bulky. It is s till a light-jet cabin, so nobody should expect a stand-up aisle or unlimited luggage for a full load of passengers. B ut the Phenom feels designed for people rather than merely arranged around systems. The separate baggage s paces, airstair entry and aft lavatory arrangement are practical details that matter more than brochure prose once a trip runs long.

From the left seat, the type's single-pilot approval is important but should not be misunderstood. It means the a eroplane was designed around manageable workload and highly integrated avionics; it does not turn turbine flying i nto a casual undertaking. The Phenom rewards disciplined energy management, precise automation use and a p ilot who is comfortable operating a pressurized, high-performance twinjet in busy terminal airspace. In short, it is n ot difficult because it is crude. It demands respect because it is capable.

Powerplant, systems and technical highlights

- Two rear-fuselage-mounted Pratt & Whitney Canada PW535-series turbofans provide the thrust, keeping cabin noise and vibration sources behind the passenger compartment.
- Later Phenom 300E and 300EV aircraft use PW535E1 engines rated at 3,478 lbf each and are published with a maximum operating Mach number of 0.80.
- Garmin Prodigy flight decks are central to the type, with later aircraft using the touchscreen Garmin G3000-based Prodigy Touch suite.
- Typical later-series safety and workload features include synthetic vision, autothrottle, runway-overrun awareness and alerting, emergency descent capability and system synoptic pages.
- The trailing-link landing gear, brake-by-wire anti-skid and single-point refuelling arrangement reflect an aircraft intended for frequent executive use rather than occasional weekend sorties.
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A central maintenance computer supports fault monitoring, but it does not replace rigorous records review or knowledgeable troubleshooting.

How it compares

The rival shown is the Citation CJ4 Gen3. Published figures vary by model year, installed equipment, payload, reserves, atmospheric conditions and engine variant; range claims are especially dependent on the mission assumptions used.

Honest ownership note: The Phenom 300 benefits from being a widely supported modern business-jet family, but it remains a turbine aircraft with turbine-level costs. A pre-purchase inspection should establish the exact variant, avionics software baseline, maintenance-program status, applicable airworthiness directives and service bulletins, engine coverage or reserve position, landing-gear condition, brake condition, environmental-system performance and the completeness of digital and paper records. Use a maintenance facility familiar with the EMB-505 and a Pratt & Whitney Canada-capable engine specialist; familiarity with older light jets alone is not the same thing.

Exterior and cabin

Exterior

- Low, swept cantilever wing with no external bracing.
- Long pointed nose, smoothly tapered pressurized fuselage and rear-mounted engine nacelles.
- T-tail with a swept vertical fin and high-mounted horizontal stabilizer.
- Retractable tricycle gear; the main wheels and nosewheel are enclosed when retracted.
- Passenger airstair door forward of the wing and baggage compartments separated from the main cabin.

Cabin and cockpit

- Oval-section cabin with large, regularly spaced rectangular windows.
- Club-style passenger seating is common, with a side-facing divan or additional seat depending on layout.
- Forward refreshment area and enclosed aft lavatory arrangement on typical executive interiors.
- Two-place flight deck with large integrated Garmin displays rather than a traditional spread of analogue instruments.

Who is this aircraft for?

- Owner-pilots stepping into a serious single-pilot turbine aircraft with appropriate training and recurrent support.
- Companies needing rapid regional and continental business travel for a small passenger group.
- Charter and managed-aircraft operators seeking a recognised light-jet platform with a useful cabin and strong dispatch-oriented systems.
- Buyers who value speed and practical baggage volume more than a stand-up cabin.

The Phenom 300 remains compelling because it treats the light-jet category as a real transport tool rather than a compromise. Buy it for its blend of pace, cabin packaging and modern systems, not because it promises to make jet ownership inexpensive. It will not; it simply makes the resulting capability unusually easy to understand.

SPECIFICATIONS

General Information

Model	Embraer EMB-505 Phenom 300

Engine & Power Systems

Engine Type	Two Pratt & Whitney Canada PW535-series turbofan engines

Avionics & Equipment

Avionics	Garmin Prodigy flight deck; later aircraft use Garmin G3000-based Prodigy Touch

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR




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MECHANICAL



EXTERIOR


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